

RTIP ID# <i>(required)</i> ORA000111				
Project Description <i>(clearly describe project)</i> Construct a new Susan Street exit ramp from the northbound (NB) I-405 distributor road between Fairview Road and Harbor Boulevard to the intersection of Susan Street with the future Home Ranch Road in the City of Costa Mesa.				
Type of Project <i>(use Table 1 on instruction sheet)</i> New interchange				
County Orange	Narrative Location/Route & Postmiles Susan Street exit ramp; I-405 Postmiles: 11.0 – 11.2 Caltrans Projects – EA# 0E0800			
Lead Agency: City of Costa Mesa				
Contact Person Peter Naghavi	Phone# (714) 754-5182	Fax# (714) 754-5028	Email pnaghavi@ci.costa-mesa.ca.us	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 x PM10 x				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	x PS&E or Construction	Other
Scheduled Date of Federal Action: 12/2006				
Current Programming Dates <i>as appropriate</i>				
	PE/Environmental	ENG	ROW	CON
Start	(ongoing)	(ongoing)	(ongoing)	1/2007
End	12/2006	12/2006	12/2006	6/2007
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> <p>There is currently no direct access to the project area and surrounding vicinity from NB I-405. Commuters wishing to access the existing developments in the area and the proposed Home Ranch Development would choose one of two routes. Drivers could exit the NB I-405 distributor road at the Fairview Road off-ramp, turn right to continue north on Fairview Road, and then turn left to head west on South Coast Drive in order to gain access to this area. Another option drivers could take would be to exit the Harbor Boulevard off-ramp, turn right to continue north on Harbor Boulevard, and then turn right on South Coast Drive.</p> <p>The purpose of the proposed project is to improve local access and circulation, reduce impacts to key arterials, and improve operational deficiencies and overall service levels at key intersections. A Traffic Analysis prepared for this project showed that with the expected increases in traffic growth and proposed developments along I-405, existing congestion will worsen throughout the project area, particularly on both Fairview Road and Harbor Boulevard. Circulation on the local street network will be impeded by delays at existing intersections and would contribute negatively to the quality of the surrounding environment.</p> <p>The Home Ranch development project will increase congestion by attracting traffic through the addition to the existing commercial and industrial land uses in the project area of nearly 73,500 square meters (m²) (791,147 square feet [ft²]) of general office space and approximately 27,900 m² (300,313 ft²) of retail and commercial space. The construction of the Susan Street exit ramp is proposed to mitigate this increased traffic demand.</p>				

<p>Surrounding Land Use/Traffic Generators <i>(especially effect on diesel traffic)</i></p> <p>Immediately west of the proposed exit ramp is an IKEA store, and to the east is an agricultural parcel that is slated for commercial/industrial development as part of an approved EIR. Immediately to the north is an existing commercial/industrial area, and immediately to the south is Interstate 405. See attached aerial photo with proposed project superimposed.</p>
<p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility I-405: LOS=F; Total ADT=372,300*; Truck ADT=11,170* (3.0%), Year 2007</p> <p>* These traffic volumes apply to both the No Build and Build Alternatives.</p>
<p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility I-405: LOS=F; Total ADT=418,000*; Truck ADT=12,540* (3.0%), Year 2030</p> <p>* These traffic volumes apply to both the No Build and Build Alternatives.</p>
<p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p> <p>No Build: Susan St. LOS=A; Total ADT= 1,000; Truck ADT= 30 (3.0%); Harbor Blvd. LOS=D; Total ADT= 65,280; Truck ADT= 1,960 (3.0%), Year 2007 Build: Susan St. LOS=A; Total ADT= 7,000; Truck ADT= 210 (3.0%); Harbor Blvd. LOS=D; Total ADT= 61,810; Truck ADT= 1,855 (3.0%), Year 2007</p> <p>RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p> <p>No Build: Susan St. LOS=B; Total ADT= 14,000; Truck ADT= 420 (3.0%); Harbor Blvd. LOS=E; Total ADT= 75,000; Truck ADT= 2,250 (3.0%), Year 2030 Build: Susan St. LOS=B; Total ADT= 16,000; Truck ADT= 480 (3.0%); Harbor Blvd. LOS=E; Total ADT= 71,000; Truck ADT= 2,130 (3.0%), Year 2030</p>
<p>Describe potential traffic redistribution effects of congestion relief <i>(impact on other facilities)</i></p> <p>The project would result in the construction of a new exit ramp to Susan Street from an existing distributor road that also has exit ramps to South Coast Drive, Fairview Road, and Harbor Boulevard. The proposed ramp would draw traffic destined for Susan Street that would use those three ramps if the proposed project were not in place. The proposed project will therefore result in lower volumes on South Coast Drive, Fairview Road, and Harbor Boulevard. See attached analysis.</p>
<p>Comments/Explanation/Details <i>(attach additional sheets as necessary)</i></p> <p>Please see attached for an exhibit showing the proposed exit ramp, the adjacent land uses, and the street network in the vicinity of the project. See attached analysis and aerial photo.</p>

Particulate Matter (PM₁₀ and PM_{2.5}) Analysis

The proposed project is within a nonattainment area for federal PM_{2.5} and PM₁₀ standards. Therefore, per 40 CFR Part 93, analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern. The project does not qualify as a POAQC because of the following reasons:

- i. The proposed project is not a new or expanded highway project that would have a significant number or a significant increase in diesel vehicles. The future traffic volumes along this segment of I-405 are projected to exceed the 125,000 average daily vehicles and the 10,000 daily truck traffic POAQC thresholds for new highway construction. However, as shown in the attached average annual daily traffic (AADT) volume tables (Appendix E) from the project *Traffic Analysis*, the proposed project would not increase the overall traffic volumes and, it is assumed, truck traffic volumes, along this segment of I-405. Along Susan Street the overall AADT volume increases from 7,000 without the project to 8,000 with it. Assuming that the truck percentage is the same on Susan Street as on the I-405 (3 percent), the truck AADT volume increases from 210 to 240. These are below the 8 percent and 10,000 AADT thresholds for a Project of Air Quality Concern (POAQC). This type of project improves freeway operations by reducing traffic congestion and improving merge operations.
- ii. The proposed project does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles. As shown in the attached *Traffic Analysis* Table 2 (Appendix E), the proposed project would not change the LOS at any of the analyzed intersections.
- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not expand an existing bus or rail terminal.

Therefore, the proposed project meets the CAA requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM₁₀ or PM_{2.5} violation.